INTERNATIONAL STANDARD

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Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 2: Event and information codes for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C

Systèmes intelligents de transport — Informations sur le trafic et le tourisme via le codage de messages sur le trafic —

Partie 2: Codes d'événements et d'informations pour le système de radiodiffusion de données (RDS) — Canal de messages d'informations sur le trafic (RDS-TMC) avec ALERT-C

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ISO copyright office
Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.org
Web www.iso.org

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2. www.iso.org/directives

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 204, *Intelligent transport systems*.

This second edition cancels and replaces the first edition (ISO 14819-2-2003), which has been technically revised.

ISO 14819 consists of the following parts, under the general title *Intelligent transport systems — Traffic and travel information messages via traffic message coding*:

— *Part 1: Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*

— *Part 2: Event and information codes for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*

— *Part 3: Location referencing for Radio Data System — Traffic message Channel (RDS-TMC) using ALERT-C*

— *Part 6: Encryption and conditional access for the Radio Data System — Traffic Message Channel ALERT C coding*

Compared to previous releases, this version includes the following additions:

— Precise location referencing

— Tendencies of Traffic Queue Lengths (TTQL)

— Coding of parking POIs

— Coding of interrupted roads

— Coding of other isolated POIs (except parking POIs)

— Coding of parallel roads

— Version identification of TMC location tables

— Location Table Exchange Format

— North American Safety Events in TMC

— Explicit Location Table Country Code transmission in TMC

— Guidelines for Service Providers and Terminal Manufacturers for Implementation of explicit Location Table Country Code transmission

— Coding of link roads

— GB-English - List of Quantifiers

— Additional Event Codes identified by Germany

— Additional TMC Events from Danish proposal

— Additional TMC Supplementary Information: Unconfirmed Report

— RDS-TMC delivery of IVR Telephone Number

— Coding of link roads

Introduction

ISO 14819-2 is the second part of the ISO 14819 series of standards, covering the so-called ‘ALERT-C’ protocol encoded for transmission into the RDS-TMC feature. Therefore, this part of ISO 14819 is intended to uniquely and solely be considered together with ISO 14819-1, for a complete understanding.

ISO 14819-1 fully describes the ALERT-C protocol concept and relationship with the RDS standard, IEC 62106.

In this version of ISO 14819-2, the content and the structure of the ‘Events List’ have not been altered, but recent work from the FORCE/ECORTIS Projects regarding translations and a number of improved formatting ideas suggested by the EPISODE Project, have been introduced. Additionally, mention is made of suggested ‘Event List’ sub-sets.

In particular, this part of ISO 14819 contains the special meta-language, in the so-called ‘CEN-English’, which the technical experts of CEN TC 278 agreed would be the only and sole source for all coded descriptions used in RDS-TMC. This methodology has allowed agreement in important details for the many hundreds of event phrases, so included, even though subtle linguistic differences were perceived and need to be allowed for in terms of end-user presentation. Thus, the French and German language editions of this series have the same form as this English language edition. All three language editions have exactly the same sections 3.1.3 Event List, 3.2.2 Supplementary Information List and 3.3.2 Forecast Event List written in ‘CEN-English’. Each language edition comprises informative annexes providing those lists again in three or four column format showing the ‘CEN-English’ description and the ‘transformed’ language (not necessarily a direct literal translation, but a comprehensible transformation of the specific intent of the ‘CEN-English’) description in their respective languages.

Translations into other languages, based upon the normative ‘CEN-English’ have been produced and are available from the Traveller Information Services Association (www.tisa.org).

Intelligent transport systems — Traffic and travel information messages via traffic message coding —

Part 2: Event and information codes for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C

1 Scope

ISO 14819-1 describes the ALERT-C protocol concept and message structure used to achieve densely coded messages to be carried in the RDS-TMC feature. This part of ISO 14819 defines the 'Events List' to be used in coding those messages.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 14819-1, *Intelligent transport systems — Traffic and travel information messages via traffic message coding — Part 1: Coding protocol for Radio Data System — Traffic Message Channel (RDS-TMC) using ALERT-C*

IEC 62106:2009, *Specification of the radio data system (RDS) for VHF/FM sound broadcasting in the frequency range from 87,5 to 108,0 MHz*

3 Event and Information codes for Traffic Message Channel

3.1 Event list

3.1.1 Explanatory notes

1) The event list is divided into update classes, indicated by the various sections. These update classes are used for terminal message management, as indicated in Section 6.1 of ISO 14819-1. The event list is shown in the format of a database.

   NOTE The first column of the Event list in 3.1.3, Table 2 shows line numbers to assist reading and use of the database.

2) The second column gives a 'technical language' (so-called CEN-English) description of the event code, of which the code is shown in the third field. Appropriate authorities of each country have been responsible for the exact descriptions in other languages.

   This will ensure precise definitions and use of the event codes in the transmission layer. Individual terminal implementations may handle these (translated) descriptions with some flexibility. To allow a more effective presentation however without altering the meaning.

3) The third column gives the decimal equivalent of the actual binary event code to be transmitted (see Section 5.3.2 of ISO 14819-1). These codes are purely internal to the RDS-TMC system and should not be used for referencing events or composing messages in other operator systems. Undefined codes are reserved for future system additions.

4) The fourth column, headed "N", is the nature of the event. The general meaning of the codes is as follows:

(blank)	-	information
F	-	forecast
S	-	silent: no message shall be presented to the end-user

5) The fifth column, "Q", is the optional quantifier field, containing the reference numbers of quantifiers listed in the table at the end of the event list. The position of the optional quantifier in the event, plus in some cases some accompanying words, is shown by (...Q...) within the text. Use of these optional quantifiers is described in Section 5.5.6 of ISO 14819-1.

6) The sixth column "T" is the duration type. "D" indicates "dynamic" events of short duration and "L" indicates longer-lasting events (see Section 5.4.10 of ISO 14819-1). If this code is bracketed ( ), or if the time-of-day quantifier (no.7) is actually used in the message, no duration shall be presented to the user. In these cases, the duration indicates persistence, used for message management only.

7) The seventh column "D" is the default directionality of the event. "1" indicates that one direction, and "2" that both directions of traffic are normally affected by the event. TMC terminals can use this field to help determine which events to present to the driver and how.

8) The eighth column "U" is the default terminal urgency, with values "X" for extremely urgent, "U" for urgent, and blank for normal events (see Section 5.4.5 of ISO 14819-1).

9) The ninth column, "C", gives a numerical representation of the update class the event belongs to. Only update classes 1 - 31 can be found in 3.1. Some update classes (classes 32-39 in the present list), which are exclusively for events with nature F and duration type L or (L), can be found in Section 3.2. They contain no events of another type (except S).

10) The final column, "R", gives phrase codes (references) for use by TMC operators. An event may be a single phrase event, or a combination of two or more phrases. Each phrase is allocated a phrase code consisting at least of a single code letter (A - Z) and a code number (1 - 999). Single phrase events are indicated by a single code letter and number of one or two digits (e.g. A1 - A99); expected events are indicated by the normal phrase code followed by "E" (e.g. A1E), and dangerous events by a following "D" (e.g. G6D); events with quantifiers can have three digits (e.g. A101). Longer lasting forecasts are indicated by the letter F.

11) Not all the messages have to be used by a Service Provider but it is the Service Provider's prerogative to choose the most suitable ones for the service being provided. However a Service provider would be well advised to take account and match the sub-set of messages with the messages able to be presented in the terminal.

The Event List also contains several predefined combinations of single phrase events to make better use of the available channel capacity. These combined events are indicated by the combined codes of the constituent phrases (e.g. B11.C1).

NOTE The phrases used in combined events are not always word for word identical to the corresponding phrases used in the single events. Binding words or small changes to the wording are necessary.

The code letters are not related to the update classes, but have the following meaning:

A: Level of Service
B: Incidents/Accidents
C: Closures
D: Lane Restrictions
E: Roadworks
F: Obstruction Hazards
G: Road Conditions
H: Weather
J: Winds
L: Environment
M: Temperature
P: Activities
Q: Delays/Cancellations
R: Dangerous Vehicles
S: Exceptional Loads
T: Traffic Equipment Status
U: Traffic Regulations
X: Parking
Y: Information

The code letter Z is used to indicate phrases from the List of Supplementary Information (see Section 3.2).

The phrase codes are not normative, but are only given as additional information about the contents of a given event and should be helpful when implementing software.

3.1.2 List of Quantifiers

Table 1 — List of quantifiers

No	Meaning	Range	Examples
0	n (small number)	(n = 1, 2,... ,28; 30, 32, ...36);	1 00001, 2 00010
1	N (number)	(N = 1, 2, 3, 4;	1 00001, 2 00010
		10, 20 ,... 100;	10 00101, 20 00110
		150, 200,... 1000)	150 01111, 200 10000
2	less than V metres	(V = 10, 20,... 300)	10 00001, 20 00010
3	P percent	(P = 0, 5,... 100)	0 00001, 5 00010
4	of up to S km/h	(S = 5, 10,... 160)	5 00001, 10 00010
5	of up to M minutes	(M = 5, 10,... 50;	5 00001, 10 00010
	(H hours)	H = 1, 2,... 12;	1 01011, 2 01100
		18, 24,... 72)	18 10111, 24 11000
6	T degrees Celsius	(T = -50, -49,... +50)	-50 0000 0001, -49 0000 0010
7	H time	(H = 00.00, 00.10,... 23.50)	00.00 0000 0001 00.10 0000 0010
8	W tonnes	(W = 0.1, 0.2,... 10.0;	0.1 0000 0001, 0.2 0000 0010
		10.5, 11.0,... 60.0)	10.5 0110 0101 11.0 0110 0110
9	L metres	(L = 0.1, 0.2,... 10.0;	0.1 0000 0001, 0.2 0000 0010
		10.5, 11.0,... 80.0)	10.5 0110 0101 11.0 0110 0110
10	of up to D millimetres	(D = 1, 2,... 255)	1 0000 0001, 2 0000 0010
11	M MHz	(as defined in IEC 62106	87.6 0000 0001 87.7 0000 0010
12	k kHz	(as defined in IEC 62106	ITU Regions 1,3 (Region 2) 0000 0001 153 (reserved) 0000 0010 162 (reserved) 0001 0000 531 (531) 0001 0001 540 (541)

Quantifiers 0 to 5 use a 5-bit data field, and 6 to 12 an 8-bit data field. The first value above is indicated in the quantifier by binary "1", the second by "10", etc. Where all possible values have been utilised, binary "0" indicates the highest value.

3.1.3 Event list

NOTE The first column shows line numbers to assist reading of the database.

Table 2 — Event list

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
1	**EVENT LIST**								
2									
3	**1. LEVEL OF SERVICE**								
4									
5	traffic problem	1			D	1	U	1	A50
6	stationary traffic	101			D	1	U	1	A1
7	stationary traffic for 1 km	102			D	1	U	1	A101
8	stationary traffic for 2 km	103			D	1	U	1	A102
9	stationary traffic for 3 km	129			D	1	U	1	A103
10	stationary traffic for 4 km	104			D	1	U	1	A104
11	stationary traffic for 6 km	105			D	1	U	1	A106
12	stationary traffic for 10 km	106			D	1	U	1	A110
13	danger of stationary traffic	130			D	1	U	1	A1D
14	queuing traffic (with average speeds Q)	108		4	D	1	U	1	A2
15	queuing traffic for 1 km (with average speeds Q)	109		4	D	1	U	1	A201
16	queuing traffic for 2 km (with average speeds Q)	110		4	D	1	U	1	A202
17	queuing traffic for 3 km (with average speeds Q)	131		4	D	1	U	1	A203
18	queuing traffic for 4 km (with average speeds Q)	111		4	D	1	U	1	A204
19	queuing traffic for 6 km (with average speeds Q)	112		4	D	1	U	1	A206
20	queuing traffic for 10 km (with average speeds Q)	113		4	D	1	U	1	A210
21	danger of queuing traffic (with average speeds Q)	132		4	D	1	U	1	A2D
22	long queues (with average speeds Q)	133		4	D	1	U	1	A7
23	slow traffic (with average speeds Q)	115		4	D	1	U	1	A3
24	slow traffic for 1 km (with average speeds Q)	116		4	D	1	U	1	A301
25	slow traffic for 2 km (with average speeds Q)	117		4	D	1	U	1	A302
26	slow traffic for 3 km (with average speeds Q)	134		4	D	1	U	1	A303
27	slow traffic for 4 km (with average speeds Q)	118		4	D	1	U	1	A304

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
28	slow traffic for 6 km (with average speeds Q)	119		4	D	1	U	1	A306
29	slow traffic for 10 km (with average speeds Q)	120		4	D	1	U	1	A310
30	heavy traffic (with average speeds Q)	122		4	D	1		1	A4
31	traffic heavier than normal (with average speeds Q)	142		4	D	1		1	A11
32	traffic very much heavier than normal (with average speeds Q)	143		4	D	1		1	A12
33	traffic flowing freely (with average speeds Q)	124		4	(D)	1		1	A5
34	traffic building up (with average speeds Q)	125		4	D	1		1	A6
35	traffic easing	135			(D)	1		1	A8
36	traffic congestion (with average speeds Q)	136		4	D	1		1	A9
37	traffic congestion, average speed of 10 km/h	70			D	1	U	1	A910
38	traffic congestion, average speed of 20 km/h	71			D	1	U	1	A920
39	traffic congestion, average speed of 30 km/h	72			D	1	U	1	A930
40	traffic congestion, average speed of 40 km/h	73			D	1	U	1	A940
41	traffic congestion, average speed of 50 km/h	74			D	1		1	A950
42	traffic congestion, average speed of 60 km/h	75			D	1		1	A960
43	traffic congestion, average speed of 70 km/h	76			D	1		1	A970
44	traffic lighter than normal (with average speeds Q)	137		4	D	1		1	A10
45	queuing traffic (with average speeds Q). Approach with care	138		4	D	1	U	1	A2.Z112
46	queuing traffic around a bend in the road	139			D	1	U	1	A2.Z165
47	queuing traffic over the crest of a hill	140			D	1	U	1	A2.Z166
48	queuing traffic (with average speeds Q). Danger of stationary traffic	2		4	D	1	U	1	A2.A1D
49	(Q) accident(s). Stationary traffic	215		0	D	1	U	1	B1.A1
50	(Q) accident(s). Stationary traffic for 1 km	216		0	D	1	U	1	B1.A101
51	(Q) accident(s). Stationary traffic for 2 km	217		0	D	1	U	1	B1.A102
52	(Q) accident(s). Stationary traffic for 3 km	348		0	D	1	U	1	B1.A103

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
53	(Q) accident(s). Stationary traffic for 4 km	218		0	D	1	U	1	B1.A104
54	(Q) accident(s). Stationary traffic for 6 km	219		0	D	1	U	1	B1.A106
55	(Q) accident(s). Stationary traffic for 10 km	220		0	D	1	U	1	B1.A110
56	(Q) accident(s). Danger of stationary traffic	221		0	D	1	U	1	B1.A1D
57	(Q) accident(s). Queuing traffic	222		0	D	1	U	1	B1.A2
58	(Q) accident(s). Queuing traffic for 1 km	223		0	D	1	U	1	B1.A201
59	(Q) accident(s). Queuing traffic for 2 km	224		0	D	1	U	1	B1.A202
60	(Q) accident(s). Queuing traffic for 3 km	349		0	D	1	U	1	B1.A203
61	(Q) accident(s). Queuing traffic for 4 km	225		0	D	1	U	1	B1.A204
62	(Q) accident(s). Queuing traffic for 6 km	226		0	D	1	U	1	B1.A206
63	(Q) accident(s). Queuing traffic for 10 km	227		0	D	1	U	1	B1.A210
64	(Q) accident(s). Danger of queuing traffic	228		0	D	1	U	1	B1.A2D
65	(Q) accident(s). Slow traffic	229		0	D	1	U	1	B1.A3
66	(Q) accident(s). Slow traffic for 1 km	230		0	D	1	U	1	B1.A301
67	(Q) accident(s). Slow traffic for 2 km	231		0	D	1	U	1	B1.A302
68	(Q) accident(s). Slow traffic for 3 km	350		0	D	1	U	1	B1.A303
69	(Q) accident(s). Slow traffic for 4 km	232		0	D	1	U	1	B1.A304
70	(Q) accident(s). Slow traffic for 6 km	233		0	D	1	U	1	B1.A306
71	(Q) accident(s). Slow traffic for 10 km	234		0	D	1	U	1	B1.A310
72	(Q) accident(s). Heavy traffic	236		0	D	1		1	B1.A4
73	(Q) accident(s). Traffic flowing freely	238		0	(D)	1		1	B1.A5
74	(Q) accident(s). Traffic building up	239		0	D	1		1	B1.A6
75	vehicles slowing to look at (Q) accident(s). Stationary traffic	250		0	D	1	U	1	B8.A1
76	vehicles slowing to look at (Q) accident(s). Stationary traffic for 1 km	251		0	D	1	U	1	B8.A101
77	vehicles slowing to look at (Q) accident(s). Stationary traffic for 2 km	252		0	D	1	U	1	B8.A102
78	vehicles slowing to look at (Q) accident(s). Stationary traffic for 3 km	352		0	D	1	U	1	B8.A103
79	vehicles slowing to look at (Q) accident(s). Stationary traffic for 4 km	253		0	D	1	U	1	B8.A104
80	vehicles slowing to look at (Q) accident(s). Stationary traffic for 6 km	254		0	D	1	U	1	B8.A106

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
81	vehicles slowing to look at (Q) accident(s). Stationary traffic for 10 km	255		0	D	1	U	1	B8.A110
82	vehicles slowing to look at (Q) accident(s). Danger of stationary traffic	256		0	D	1	U	1	B8.A1D
83	vehicles slowing to look at (Q) accident(s). Queuing traffic	257		0	D	1	U	1	B8.A2
84	vehicles slowing to look at (Q) accident(s). Queuing traffic for 1 km	258		0	D	1	U	1	B8.A201
85	vehicles slowing to look at (Q) accident(s). Queuing traffic for 2 km	259		0	D	1	U	1	B8.A202
86	vehicles slowing to look at (Q) accident(s). Queuing traffic for 3 km	353		0	D	1	U	1	B8.A203
87	vehicles slowing to look at (Q) accident(s). Queuing traffic for 4 km	260		0	D	1	U	1	B8.A204
88	vehicles slowing to look at (Q) accident(s). Queuing traffic for 6 km	261		0	D	1	U	1	B8.A206
89	vehicles slowing to look at (Q) accident(s). Queuing traffic for 10 km	262		0	D	1	U	1	B8.A210
90	vehicles slowing to look at (Q) accident(s). Danger of queuing traffic	263		0	D	1	U	1	B8.A2D
91	vehicles slowing to look at (Q) accident(s)	208		0	(D)	1		1	B8
92	vehicles slowing to look at (Q) accident(s). Slow traffic	264		0	D	1	U	1	B8.A3
93	vehicles slowing to look at (Q) accident(s). Slow traffic for 1 km	265		0	D	1	U	1	B8.A301
94	vehicles slowing to look at (Q) accident(s). Slow traffic for 2 km	266		0	D	1	U	1	B8.A302
95	vehicles slowing to look at (Q) accident(s). Slow traffic for 3 km	354		0	D	1	U	1	B8.A303
96	vehicles slowing to look at (Q) accident(s). Slow traffic for 4 km	267		0	D	1	U	1	B8.A304
97	vehicles slowing to look at (Q) accident(s). Slow traffic for 6 km	268		0	D	1	U	1	B8.A306
98	vehicles slowing to look at (Q) accident(s). Slow traffic for 10 km	269		0	D	1	U	1	B8.A310
99	vehicles slowing to look at (Q) accident(s). Heavy traffic	271		0	D	1		1	B8.A4
100	vehicles slowing to look at (Q) accident(s). Traffic building up	274		0	D	1		1	B8.A6
101	vehicles slowing to look at (Q) accident(s). Danger	355		0	(D)	1	U	1	B8.Z91
102	(Q) shed load(s). Stationary traffic	278		0	D	1	U	1	B10.A1
103	(Q) shed load(s). Stationary traffic for 1 km	279		0	D	1	U	1	B10.A101
104	(Q) shed load(s). Stationary traffic for 2 km	280		0	D	1	U	1	B10.A102

Line	Text (CEN-English, see Explanatory notes)	Code	N	Q	T	D	U	C	R
105	(Q) shed load(s). Stationary traffic for 3 km	356		0	D	1	U	1	B10.A103
106	(Q) shed load(s). Stationary traffic for 4 km	281		0	D	1	U	1	B10.A104
107	(Q) shed load(s). Stationary traffic for 6 km	282		0	D	1	U	1	B10.A106
108	(Q) shed load(s). Stationary traffic for 10 km	283		0	D	1	U	1	B10.A110
109	(Q) shed load(s). Danger of stationary traffic	284		0	D	1	U	1	B10.A1D
110	(Q) shed load(s). Queuing traffic	285		0	D	1	U	1	B10.A2
111	(Q) shed load(s). Queuing traffic for 1 km	286		0	D	1	U	1	B10.A201
112	(Q) shed load(s). Queuing traffic for 2 km	287		0	D	1	U	1	B10.A202
113	(Q) shed load(s). Queuing traffic for 3 km	357		0	D	1	U	1	B10.A203
114	(Q) shed load(s). Queuing traffic for 4 km	288		0	D	1	U	1	B10.A204
115	(Q) shed load(s). Queuing traffic for 6 km	289		0	D	1	U	1	B10.A206
116	(Q) shed load(s). Queuing traffic for 10 km	290		0	D	1	U	1	B10.A210
117	(Q) shed load(s). Danger of queuing traffic	291		0	D	1	U	1	B10.A2D
118	(Q) shed load(s). Slow traffic	292		0	D	1	U	1	B10.A3
119	(Q) shed load(s). Slow traffic for 1 km	293		0	D	1	U	1	B10.A301
120	(Q) shed load(s). Slow traffic for 2 km	294		0	D	1	U	1	B10.A302
121	(Q) shed load(s). Slow traffic for 3 km	358		0	D	1	U	1	B10.A303
122	(Q) shed load(s). Slow traffic for 4 km	295		0	D	1	U	1	B10.A304
123	(Q) shed load(s). Slow traffic for 6 km	296		0	D	1	U	1	B10.A306
124	(Q) shed load(s). Slow traffic for 10 km	297		0	D	1	U	1	B10.A310
125	(Q) shed load(s). Heavy traffic	299		0	D	1		1	B10.A4
126	(Q) shed load(s). Traffic flowing freely	301		0	(D)	1		1	B10.A5
127	(Q) shed load(s). Traffic building up	302		0	D	1		1	B10.A6
128	(Q) overturned vehicle(s). Stationary traffic	360		0	D	1	U	1	B16.A1
129	(Q) overturned vehicle(s). Danger of stationary traffic	361		0	D	1	U	1	B16.A1D
130	(Q) overturned vehicle(s). Queuing traffic	362		0	D	1	U	1	B16.A2
131	(Q) overturned vehicle(s). Danger of queuing traffic	363		0	D	1	U	1	B16.A2D